

Hails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "LUTZOW" About WEDNESDAY,
and YOKOHAMA Capt. C. Dörsner 22nd Sept.

NAPLES, GENOA, ALGIERS, } "DERFFLINGER" SATURDAY,
GIBRALTAR, SOUTHAMPTON, } Capt. E. Zacharias 15th Sept., 4 P.M.
ANTWERP and BREMEN

MANILA, YAP, NEWGUINEA, } "PRINZ SIGISMUND" FRIDAY,
BRISBANE, SYDNEY & MEL. } Capt. D. Leber 8th Oct., Daylight.
BOURN

YOKOHAMA and KOBE "COLENT" About SATURDAY,
Capt. R. Raegenauer 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th September, 1900.

15

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, SYDNEY, X 27th Sept., P.M.
MARSHILLES, VIA PORTS POLYNESIA 28th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE Lancelotti 11th Oct., P.M.
MARSHILLES, VIA PORTS OCEANIAN Sellier 11th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDING.

Hongkong, 14th September, 1900.

19

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

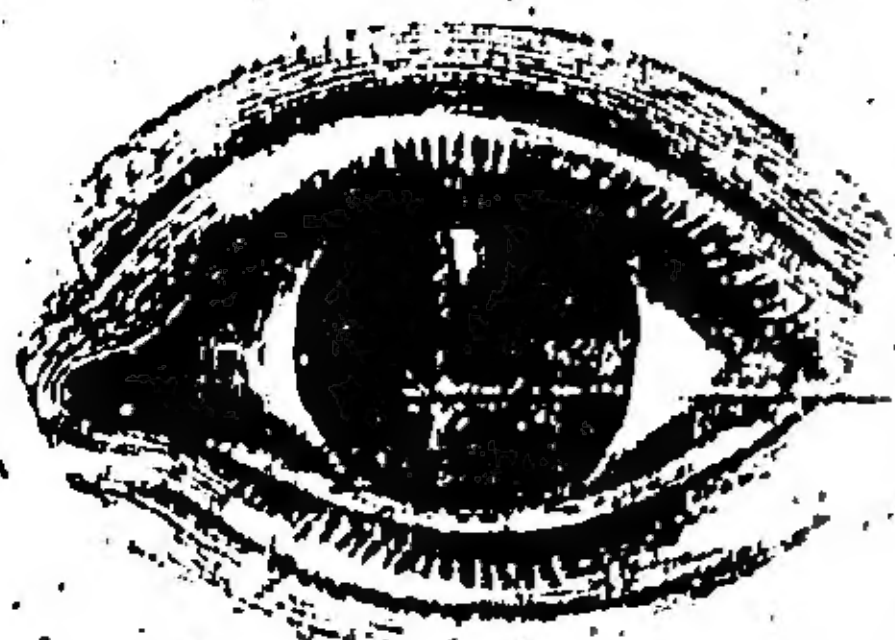
For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1900.

14

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Refracts. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight" free.

LONDON.

CALCUTTA.

SHANGHAI.

1, John Street, Bedford Row, W.C.

59, Cecil Street

156, Nanjing Road.

Telephone 225

13

Announcements.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Docking Length 515 ft.
Width of Entrance ... 80 "
Water on Blocks 28 "

No. 2 DOCK.

Docking Length 376 ft.
Width of Entrance ... 50 "
Water on Blocks 26 "

No. 3 DOCK.

(IN COURSE OF CONSTRUCTION.)
Docking Length 481 ft.
Width of Entrance ... 63 "
Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge, Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

146

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1900.

14

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL,
Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building; Rooms suitable for Offices.
ROOMS in College Chambers, No. 31,
WYNDHAM STREET.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 15th September, 1900.

158

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., LD.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1900.

1463

TO LET.

OFFICES and ROOMS on the 2nd
Floor of No. 14, Des Vaux Road
Central (formerly occupied by Messrs. Shewan,
Tomes & Co.).

Apply to—

THE COMPADORE DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1900.

158

TO LET.

NO. 1 & 3 MORRISON HILL, also
OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON

& Co., LTD.

Hongkong, 29th May, 1900.

1408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.
No. 1 CLIFTON GARDENS, CONDUIT
ROAD.

A HOUSE in WONG-KEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 18, DES VUEX
ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.
No. 10, DES VUEX ROAD CENTRAL
1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1900.

15

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1900.

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RICE SPECULATION IN TOKYO.

SUSPENSION OF OPERATIONS.

It will be remembered that as a result of speculations on the Tokyo Rice Exchange a couple of years ago the price of rice was forced up to a very high point, and measures against the speculators were taken by the authorities. A similar attempt to corner the rice market appears to have again been made during the past few days and on Monday morning, the 6th instant, the calling was ordered to be suspended.

On account of the full operations of Mr. Matsutani, a well-known rice speculator in Tokyo, extraordinary activity has been shown since the beginning of last month on the rice exchanges. On the 6th inst. the bargains made on the Tokyo Rice Exchange amounted to 655,400 koku for September, October, and November delivery. Of this quantity the November delivery, which ought to have been the largest, was not more than 88,700 koku. This made it evident that some irregularity was going on, and the authorities of the Exchange and the board of directors decided to call for more security and to readjust the bargains. They accordingly ordered the callings to be suspended pending the readjustment.

Mr. Matsutani has been working his bull operations during the past month or two, and has been buying in Osaka, Kobe, Shimono, and Kumamoto, forcing up prices by concentrating his attention on the October delivery. Altogether he holds about 700,000 koku.

A Tokyo dispatch to the *Asahi* quotes Mr. Katsube, a Secretary in the Department of Agriculture and Commerce, for a statement to the effect that the suspension of the calling on the Tokyo Rice Exchange was ordered by the President of the Exchange on his own initiative as he considered certain business which was going on to be irregular. The principal motive which led him to take action was the buying of 700,000 koku for October and November delivery. According to the authority quoted, says the *Japan Chronicle*, the suspension would probably not be removed before the whole amount of the security—¥700,000—had been paid in. It is expected that some compromise will now be arrived at between the bulls and bears on the rice exchange.

BEWITCHED BY A FOX.

STORY OF A TERRIFIED FISHMONGER.

Stories of bewitching foxes are not uncommon in Japan. The latest narrates an incident which is alleged to have taken place a few days ago in Mogami district, Yamagata prefecture. It had long been known among the villagers at Sakaeda, in the district mentioned, says the report, that an old fox made a field in the vicinity. His nightly haunts and that he had bewitched quite a number of people who had had the misfortune to cross the field while he was prowling around. Now it chanced that a certain fishmonger named Fukada Choro, aged 46, of Iwadamura, Miyagi prefecture, was making his way to Sakaeda drawing a load of fish in a cart, and had occasion to cross the field in question. When he was about half-way across he was shocked to see a young woman apparently about to hang herself on a tree with her old. His natural instinct prompted him to endeavour to prevent her accomplishing her object, but he was restrained by the thought that any delay might result in his fish going bad, which would involve him in loss, so he hardened his heart and hastened his steps. He had not gone more than a few hundred yards when he was accosted by a man who in an agitated manner asked him if he had seen a woman in the field. The fishmonger then told the story of what he had seen, whereupon the man urged him to guide him to the spot, saying that the unfortunate woman was his wife. The fishmonger could not refuse this appeal and unwillingly guided the man to the place indicated. To his surprise, however, the woman was no longer there. Turning round to acquaint the stranger with this fact, he was almost transfixed with terror at seeing the latter suddenly vanish like a puff of smoke. The only course remaining was to reach the village, and accordingly he went back to where he had left his load of fish. But he almost collapsed when he found that the fish, too, had vanished, leaving an empty cart. With mingled grief and terror he at length arrived at the village and poured forth his tale of woe to the people. His agitation was so genuine that they could not discredit his story, and at length one of them advanced the opinion that he had been bewitched by the old fox, and the explanation was regarded as the only satisfactory one in the circumstances. Thus another story has been added to the folk-lore of the district. Perhaps it contains a moral against avarice. If the fishmonger had not passed by on the other side lest his fish went bad, perhaps he would not in the end have lost his merchandise. The reason given for not cutting the woman down is like a touch of one of the Russian novelists.—*Japan Chronicle*.

HOUSE BOATS IN CHINA.

House boats have been in use by the natives of China for some hundreds of years, and have been improved and largely used by occidentals living in the Chinese empire since their arrival in the country. At Shanghai large numbers are owned by the well-to-do Chinese merchants as well as by foreigners.

The boats are usually supplied with long oars and are rowed by Chinese boatmen, who can be employed at about 30 cents a day. Generally six men are sufficient in the creeks in and about Shanghai and the lake districts, as well as on the grand canal, especially as when going on long trips these boats are attached to steam launches which pass up and down the canal at intervals drawing long trains of various kinds of boats. In Foochow and some of the southern Chinese ports a crew of eight is usual, at a total cost of about \$1.20 a day for the entire

crew. Sails are also used on these numbers boats to a considerable extent.

An innovation has recently appeared in Shanghai, which is a motor house boat recently built for the Asiatic Petroleum Company. This boat is rather larger than the usual type of house boat in Shanghai and has finer lines and a torpedo stern. The principal dimensions are: Length, 57 feet; beam, 9 feet; draft, 23 inches. The boat is driven by two Kelvin motors, each of which has four cylinders and is capable of developing fourteen horse-power. With the present type of propeller these motors are unable to run at full speed, but they attain twenty-two horsepower and a speed of eight miles an hour.

Gasoline is used only to start the engines ordinary kerosene being used when they have once been set in motion. On a recent trip from Shanghai to Hankow and back seven cases of kerosene were used and the journey occupied twelve hours less than the ordinary boat train. As petroleum can be purchased in every Chinese city there is no difficulty in replenishing fuel.—*Consular Report*.

THE POPE'S LION CUBS.

STRANGE GIFTS FOR FOREIGN SOVEREIGNS.

The lions which the Emperor Menelik sent to the Pope two years ago has just had a litter of six cubs.

The Pope has already decided to distribute the cubs as presents to foreign Sovereigns. Two will go to the Kaiser, two to the Emperor Francis Joseph, and two to President Taft.

Public Companies.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Company's Offices, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.

DOUGLAS LAFRAIK & Co.,

General Managers.

Hongkong, 9th September, 1900.

1647

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months ending 31st June, 1900, will be payable on the 25th September, 1900, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from the 15th instant to the 25th September, 1900, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 6th September, 1900.

1640

For Sale.

FOR SALE

AT

GRACA & CO.

27, Des Vaux Road.

VIEW Post Cards and Asiatic Postage Stamps.

Novels, Books for parlour and household use.

"The Doctor at Home"—1900 edition.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Manila Cigars and Cigarettes.

Stamps in Sets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and Post Cards.

Postage Stamps Catalogues by Lincol, Scott, Shalloy, Gibbons, Scott and Tailleur.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Movable Leaf Albums, Tweakers, Magnifying Glasses, Perforation Gauges.

Water Mark Detectors.

Massey's Commercial Map and Directory.

&c., &c., &c.

Inspection invited.

Hongkong, 6th September, 1900.

165

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

15, D'AGUILAR STREET,

HONGKONG.

Hongkong, 2nd September, 1900.

164

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at N. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

15, D'AGUILAR STREET.

17

DR. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

September 18th 1900.

16

DRAGON CYCLE

DEPOT,

33-35, Des Vaux Road, Central.

Hongkong.

161

Intimations.

Powell's

Furnishing
DepartmentFIRST FLOOR
ALEXANDRA
BUILDINGS.WE HAVE JUST
UNPACKED A
LARGE
CONSIGNMENTOF
DINNER
WARESAMPLES NOW
ON SHOW.A PLEASING
STYLEIN
ALL WHITE.We are prepared to
sell any quantities to
suit our Customers, even
single Pieces.MEAT PLATES.
SOUP PLATES.PUDDING PLATES.
CHEESE PLATES

OVAL DISHES

5 SIZES

COVERED VEGE-

TABLE DISHES.

COVERED TWIN VE-

GETABLE DISHES.

SOUP TUREENS.

SAUCE TUREENS.

WITH COVER AND LADLE

SAUCE BOATS.

SALAD BOWLS.

STEAK DISHES.

CHOP DISHES.

POWELL'S

ALEXANDRA
BUILDINGS.

and

28, Queen's Road.

Hongkong, 18th September, 1909.

TERRIBLE HOTEL FIRE IN
CANADA.

MANY FATALITIES.

Vernon, B. C., Aug. 10.
After the terrible holocaust in the Okanagan hotel, which occurred this morning, one of the most horrible which has happened in the West, a gang of men were set to work in the smouldering ruins. Eleven bodies were taken out, and with few exceptions arms, heads and legs were found to be burned off. Two men sleeping in one bed were found lying on the mattress under the blankets, never having moved. They were suffocated to death.

Shortly after the alarm was turned in, people in the neighbourhood were aroused by screams from the occupants of the hotel. The fire started in the hall at the foot of the stairs, and within a few minutes all the corridors were in a blaze, shutting off exit by means of the stairs. One boarder, a Japanese, smashed a window with his hands and jumped out, landing in a tree and escaping unhurt.

One of the proprietors, awakened by the crackling of the flames, lowered his wife and children through windows. One of the children was saved by Mr. A. Hickling, the hero who lost his life through attempting to save a girl who was screaming for help in the hotel. Julius Fuert, bar-tender, sprang through a window and landed directly in the path of the flames and died screaming horribly. A barrier of 20 feet of flame kept the rescuers from reaching him, and they could only see him die. His body was the first discovered.

At noon to-day all emergency work for the recovery of bodies was suspended, and a methodical excavation of such ruins as are left was commenced. On account of its construction, which was a frame interior and brick veneer, the building was burned down to nothing but a heap of black cinders. The whole building was a mass of glowing coal in about one hour. Nothing was saved in the hotel, not even the ledger, which was laid on top of the safe, nor the register, so the proprietors will not be able to give accurate details of the lost until all the guests are assembled and the missing are accounted for.

It is not known how the fire originated, but it is believed to be incendiary. Mr. Siglet, one of the proprietors, emptied the cash register at 12 o'clock, taking the receipts of the day, and retired to bed. He says he could not have been asleep twenty minutes when he was awakened by cries of the guests and the crackling of flames. Constable Bailey reports that he found a man in the alley at the back of the hotel very drunk, and helped Siglet to take him into the hall of the hotel, where the fire started shortly after he, Siglet, retired. Nothing has been seen of the drunken man, and it is believed that he perished in the flames. He may have been the man who started the fire.

A barber shop and real estate office, tenants of the ground floor were able to save the most important of their effects. The buildings across the street and the Royal bank to the east had all their windows broken by the heat of the flames, but were saved by the gallant exertions of the firemen. By nothing short of Providence was the lower end of the town saved, as it was literally covered with huge cinders carried by the wind from the flaming building.

The loss will be between \$25,000 and \$30,000, with \$12,000 insurance. The other damage is not serious.

This is the third fire believed to be incendiary origin which has occurred in the town within less than three months. Special meetings of the city council and board of trade were held this afternoon to consider the fire. The coroner's inquest, which will be held to-morrow, is expected to add important developments.

MUSIC IN JAPAN.

AN EXPERT'S OPINION.

In view of our article on Japanese music a few days ago, a statement made by Professor Tamura Torazo, of the Imperial Academy of Music in Tokyo, quoted by the *Mainichi*, is worth attention. Interest in music, says Mr. Tamura, has grown considerably among the Japanese people of late, the popular taste tending towards the higher forms, but the musical world in this country is still in a state of chaos. What is required above all is the machinery for training musicians. The Imperial Academy of Music in Tokyo is the only institution of the kind in Japan. At this school the number of students is about 180, the graduates annually leaving the Academy numbering not more than sixty. More than half the number of graduates are women who are in a position to devote themselves to music as a profession. The total number of graduates from the academy since its establishment is not more than 260, some of whom have died, while others have adopted other professions. The number of graduates now engaged in training students probably does not exceed two-thirds of the total. It is not as easy matter with such a condition of affairs to develop a musical education or to improve the taste for the higher branches of the art. A conference of the heads of Middle Schools in all parts of the country convened by the Minister of Education in 1907, adopted a resolution to make music an indispensable subject in the curriculum of Middle Schools, but the first question arising was how to secure teachers and textbooks for music. As a matter of fact, it is quite impossible in the present circumstances to provide all the Middle Schools with music teachers, while no songs suitable for boys in the middle and higher schools can be found. To meet pressing requirements a work entitled "Songs for Middle Schools" has been published. Apart from the Middle School, it is necessary to appoint at least one music teacher to each Normal School. At present one teacher does duty at several schools. In consequence, extra singing exercises outside the class hours are out of the question. It is easy to make very satisfactory

arrangements on paper, but little can be achieved in practice. Even if the Academy of Music is extended there will be a difficulty in obtaining students, for in instrumentation it is of primary importance for students of music to train their fingers before they have grown rigid. For this reason the Academy of Music is anxious to admit young boys and girls at an age before they have finished their education in the higher elementary schools. Objection is raised to such an arrangement because it would interfere with the general education of the children. As against the view, which still prevails, that musical education is a luxury, Professor Tamura urges that a little girl who can sing sweetly is a source of great consolation to a poor family overburdened with the worries of life. Music teachers should try and make their pupils comprehend what they are singing, and it becomes an important question as to what tunes are best suited to the taste of Japanese. In this connection the Department of Education has been collecting popular songs from all parts of the country, but nothing has yet been settled in the matter of publication. Professor Tamura hopes that the example of Germany will be followed in the creation of folk songs. *Japan Chronicle*.

BIGGEST BATTLESHIP.

THE ALL-BIG-GUN "NEPTUNE."

H.M.S. *Neptune*, the newest and largest ship of the Dreadnought class to be added to the British navy, was expected to be launched at Portsmouth early this month. The *Neptune* has been built at Portsmouth dockyard. Following the precedent of the *Dreadnought*, the *Neptune* has been constructed with as much secrecy as possible. No information whatever as to dimensions or special features of the ship have been made known by the Admiralty nor will they be. Some details, however, have leaked out, and from these it is evident that the *Neptune* will be the most powerful fighting ship in the world, as well as the largest.

Her displacement will be 20,350 tons, as against the *Dreadnought's* 17,000 and the *Bellerophon's* and *St. Vincent's* (her immediate predecessors) 18,600. This increased displacement has been devoted to providing the *Neptune* with greater protection to her hull. She has been so built as to render her proof against submarine mine explosions as far as it is possible to do so; for the watertight compartments are so numerous that two or three might be flooded and yet the ship keep on fighting. The *Neptune* will be 600 feet long and 86 feet wide. Her engines, which are to be on the turbine principle, will give her a speed of 21 knots an hour. She is to be armed on the all-big-gun principle, and will carry 10 12-inch guns of the very latest pattern, which will be mounted in pairs in armoured barbettes, while for resisting torpedo attacks she is to carry 20 4-inch guns.

Her protection will consist of a complete belt made of Kupp steel, 11 inches thick amidships, with armour of corresponding thickness elsewhere. For launching this huge vessel a massive cradle made of steel and wood has to be built under the hull. This rests on the sliding ways, held up by the dog shear, which it will be the duty of the lady performing the launching ceremony to release.

Intimations.

TENDERS are invited for the SUPPLY to H. M. NAVAL YARD of the undermentioned Timber Materials for one year from 1st October, 1909, viz:—

TEAK
AMERICAN FIR or
OREGON PINE
CAMPHOR WOOD
HARDWOODS
BAULK, THICKSTUFF,
SCANTLING, PLANK,
AND BOARD.
OREGON SPARS.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till noon on and prior to 11th October, 1909, should be sealed and addressed to the Naval Store Officer, H. M. Naval Yard.

The lowest or any Tender will not necessarily be accepted.
Hongkong, 13th September, 1909. [654]

HARBOUR MASTER'S DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On MONDAY, the 20th September:—
From Stonecutters West and Central in a South-Westerly direction, at ranges up to 10,700 yards, commencing at 9 A.M., and finishing at 1 P.M.
On THURSDAY, the 23rd September:—
From Pakahawan in a North-Easterly direction, at ranges up to 6,500 yards, commencing at 7 P.M., and finishing at 1 P.M.
On FRIDAY, the 24th September:—
From Stonecutters West in a Westerly direction, at ranges up to 10,700 yards, commencing at 9 A.M., and finishing at 1 P.M.

If the weather is unfavourable on the above dates, practice will take place on the following day.
All ships, junks and other vessels are to keep clear of the ranges.
C. W. BECKWITH, Lieutenant, R.N.,
Harbour Master, &c.
Hongkong, 17th September, 1909. [663]

YUEN HING,

No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL.

In all kinds of hand-made

DRAWN AND EMBROIDERED CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.
All of the best quality.
Hongkong, 17th September, 1909. [671]

Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other. "If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Mall and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt-Sucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market."—One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd inst., at 5.30 P.M. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD,
Hon. Secretary.
Hongkong, 16th September, 1909. [641]

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.
XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO

QUINQUINA?
QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.
Hongkong, 30th April, 1909. [640]

PEAK TRAMWAYS COMPANY,

LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.30 a.m. ... Every 30 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 10 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

NOTICE.

MR. LI HON FAN, a Chinese graduate varied in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph Office* or direct to 37, Hollywood Road, and floor.

Hongkong, 16th September, 1909. [651]

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE PARAFFINE PAINT COMPANY, carrying on business at the City of San Francisco, State of California, United States of America, have, on the 7th day of June, 1909, applied for the registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—



in the name of THE PARAFFINE PAINT CO., who claim to be the proprietors thereof.
The Trade Mark has been used by the applicants since the month of August, 1905, in respect of the following goods:—

PROTECTING COMPOSITION, BUILDING AND ROOFING MATERIALS, DAMP COURSE AND BUILDING PAPERS IN CLASS 17.

Dated the 18th day of June, 1909.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GILLETTE SAFETY RAZOR CO., carrying on business at First, Second and Colton Streets in the City of Boston, State of Massachusetts, United States of America, have, on the 15th day of May, 1909, applied for the registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—



in the name of GILLETTE SAFETY RAZOR CO., who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants since the 16th day of May, 1908, in respect of the following goods:—
RAZORS AND RAZOR BLADES, SAFETY RAZORS, AND CORN KNIVES or RAZORS IN CLASS 12.

Dated the 18th day of June, 1909.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship.

"LIBERIA,"
Captain Knaisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to sale.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 14th September, 1909. [658]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"

FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to sale.

All Claims against the Steamer must be presented to the Under-signed on or before the 19th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 15th September, 1909. [660]

AMERICAN-ASIATIC S. S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRASAMHA,"
Captain T. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 23rd inst., at 1 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to sale.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.
Hongkong, 17th September, 1909. [661]

Consignees.

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre &c. *Cordouan*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 13th September, at 11 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Under-signed. Goods remaining unclaimed after MONDAY, the 20th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 20th September, at 3 P.M.
No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.
Hongkong, 13th September, 1909. [649]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *India*.
From Calcutta, ex S.S. *Japan*.

From Persian Gulf, ex E.I.S.N. and E. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.
R. A. HEWITT,
Superintendent.
Hongkong, 15th September, 1909. [648]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO and SINGAPORE.

THE Company's Steamship

"HIYO MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 22nd September will be subject to rent.

No Fire Insurance has been effected.
Damaged packages must be left in the Godown for examination by the Consignees and the Co's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.
NIPPON YUSEN KAISHA,
Hongkong, 16th September, 1909. [659]

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NAVAL REORGANISATION.

FOREIGN MODEL TO BE ADOPTED.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

It has been decided to frame regulations for the Navy on the model of those obtaining in England, America and Germany.

PRINCE SHUN AT CHIN-KIANG.

VICEROY CHANG WELCOMING.

[By courtesy of the "Sheung Po."]

Shanghai, 17th September.

Viceroy Chang Jen-chun is proceeding to Chinkiang to-day to welcome Prince Shun Pui-lap.

MANCHURIAN VICE-ROYALTY.

SIK LIANG TO BE RECALLED.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

It is proposed by the Grand Council to recall Viceroy Sik Liang and give him a post in Peking, and to appoint Lei Tin-lum as Viceroy of the Three Eastern Provinces.

Nothing definite has been settled as regards the proposal.

CHANG CHIH-TUNG.

VEXED AT CRITICISM.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

Chang Chih-tung is exceedingly vexed at the criticisms levelled

against him for raising loans for the construction of railways and refuses to resume duties in consequence. He persists in resigning his post as Director-General of Railways.

THE PRESS.

AND THE MANCHURIAN QUESTIONS.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

The Head of the Police in Peking has notified the newspapers that all questions affecting the Three Eastern Provinces between China and Japan have been amicably settled. Editors are enjoined not to make allusions to them in their papers lest they should incite the people.

NAVAL FUNDS.

A MUNIFICENT PROMISE.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

The Chekiang Province has promised a contribution of one million taels towards the funds for the formation of a Navy.

ADMIRAL SAH.

NAVAL COMMANDER-IN-CHIEF.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

The Ministry of War has issued instructions to all Provinces to the effect that for the present the Navy is under the control of Admiral Sah, and that as soon as all the naval stations and the construction of war-ships are completed there will be two Admirals—one for the Northern and the other for the Southern squadron.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 5:05 p.m. yesterday:—
Cyclone or typhoon E. of northern Luzon, less than 300 miles distant, direction unknown.
Cyclone or typhoon E. of northern Visayas or south-eastern Luzon moving W. or W.N.W.
Cyclone or typhoon W. of the Ladrone or Marianas Islands, direction unknown.

NOTES BY THE WAY.

THE LIQUOR DEBATE.

To a stranger whose information with regard to Hongkong's slow-going methods has preceded his visit to the Colony, the tremendous volume of oratory which permeated the atmosphere at the meeting of the Legislative Council on Thursday afternoon must have filled him with a wholesome respect for the debating capacity of our legislators and at the same time provided incontestable proof that if Hongkong is backward in some respects, its legislators are at least gifted with the power to shake the very foundations of the august Council chamber with inspired oratory. Conforming to the usual rule, the full-fledged discussion (*mutatis mutandis*) attendant upon the second reading of a contentious Bill was sustained with a vim which did full justice to all and sundry and provided columns of matter to the local Press. Thursday's proceedings are a pretty safe indication of what we may expect in the course of the next few months and residents are already bemoaning the ill-fortune of Victoria that it will shortly be short of much of its boasted glory as a "free" port. It strikes the average individual as being somewhat of a marvellous feat on the part of Government to transform within the space of a few days as if by magic touch a Bill whereby it was proposed to swell the Colony's revenue by doubling the fees paid by licensees into a measure by which the Colony will be subjected to a system of import duties with its train of inconveniences. But successive Governments have been responsible for even more startling performances than this adroit manoeuvre on the part of the authorities. Apart from these considerations, the thought which occupies the foremost place in the minds of the public is that they are to be made the scapegoat for the sins of irresponsible opium fiddlers. It has been done before.

AN ICY TOPIC.

As a result of the institution of an action by a well-known but short-lived local company against another equally well-known business house concerning an ice transaction, the public have learnt interesting facts of which they would otherwise have remained in blissful ignorance. The word "clearance" has been defined as opposed to "transparency" the merits of ice with or without a core as the cause may be have been expatiated upon and the rotting process of the congealed fluid cleverly described by Counsel, "and thereby hangs a tale." After a somewhat protracted period owing to the complicated nature of the litigation, the Chief Justice and the Puisne Judge the other day delivered interesting judgments, which will have a direct bearing on future transactions.

THE INTERPORT CARNIVAL.

Preparations are in full swing for the coming Interport fête. Those who have entered their names for the various events appear to be in real earnest to give our Northern visitors a tough time in true sportsmanlike style. The committee of the Victoria Recreation Club have wisely left the Club-house at the disposal of intending competitors which should undoubtedly go a long way towards a decent exhibition. It only requires the fast swimmers of the Colony, and they are many, to put their shoulders to the wheel to sustain Hongkong's reputation in the field of sport, which has lately somewhat suffered on account of various circumstances over which the people had no control.

THE LATEST IN DIRECTOIRE.

The startling dictates of Fashion have evidently not ended with the clinging sheath-gown, which created such a furore in London society on its inception. From Paris comes the news that the Directoire style is to be extended to ladies' bathing costumes. It is not easy to predict to how many members of the gentler sex the latest innovation of Dame Fashion will commend itself, but I fancy modest folk will note their disapproval with one eye and admire its charms with the other. Of course, few people could have the temerity to suggest such a thing to the belles of Hongkong and without appearing to be ungracious, this fact should afford sufficient relief to those ladies who have not been favoured by fickle Fortune with a figure à la Venus, and who naturally seek to conceal their angular charms from the vulgar eye. The latest bit of feminine craze is not to be thought of in Hongkong.

WHAT IS WHISKY?

The final report of the Whisky Commission unanimously declares that the term "whisky" must be restricted to a product manufactured from malt and grain. It would be scarcely worth while to dispute the Commission's finding but what is of greater importance to those of our fellow-men who regard the "mountain dew" as one of the inducements of their earthly existence lies in the fact that they will still be allowed to imbibe the refreshing beverage which has the distinction of being prized next to his country by every true Gael. The mere fact of an altered definition does not affect the consumer in the slightest degree and though scientists may try to convince him that he is drinking that which he is not, he will still have the satisfaction of knowing that the findings of the Commission are only on paper and that none of the thirst-quenching attributes of his favourite potion have been lost. With regard to the Colony itself, the proposed tax on liquors is in itself in the nature of a calamity to a large section of the community, but it would be interesting to know what they think of the results of the Commission's deliberations.

THE AMERICAN SQUADRON.

The second visit of the Third Squadron of the U.S. Pacific Fleet has been productive of smiling faces of ricksha coolies, and, incidentally, to a haughty indifference to the patronage of the mean man who believes in paying the bare legal fare. These occasional visits of foreign war-ships are a source of wealth to the local Johns and residents are likely to have some trouble in procuring their services when the 700 round-the-world tourists who are expected in Hongkong at Christmastide on the

Cleveland stop on shore from the mammoth liner to do the sight of the city.

TYPHOON SIGNALS EXTRAORDINARY.

The spate of sunshine which prevailed some days ago has been followed by a week of depressing weather. During the past week, the Observatory has been kept busy recording typhoon indications and it is a somewhat remarkable coincidence that on more than one occasion within the same week, no less than three typhoon signals should be exhibited simultaneously. Happily, none of the threatened cyclones struck the Colony. The much-needed rainfall has imparted an appearance of freshness to the arid patches of ground in the midst of civilisation and beyond a thorough drenching for enthusiastic sportsmen there is little cause to complain. So we need not hear the groans of the Water Authority for some little time.

CASUAL CRITIC.

THE HONGKONG COTTON SPINNING, WEAVING & DYEING COMPANY, LIMITED.

ANNUAL REPORT.

The report for presentation to shareholders at the twelfth ordinary meeting to be held at the offices of the general managers on Saturday, 25th inst., at 11:30 a.m., reads:—
The general managers beg to submit a statement of accounts covering the period from 1st August, 1908, to 31st July, 1909.
The balance at credit of profit and loss account is \$29,506.51, which is proposed to appropriate as follows:—
To write off furniture account... \$ 3,203.49
" carry forward to credit of next year's account... 26,297.02
\$29,506.51

CONSULTING COMMITTEE.

Sir C. P. Chater, C.M.G., and Mr. J. W. C. Honarar retire but, being eligible, offer themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election.
JARDINE MATHESON & Co., Ltd.,
General Managers.
Hongkong, 8th September, 1909.

BALANCE SHEET 31ST JULY 1909.

Liabilities.	
Capital account.....	\$1,250,000.00
Sundry creditors.....	495,865.61
Unclaimed dividends.....	4,054.30
Equalization of dividend fund.....	20,000.00
Profit and loss account.....	29,506.51
	\$1,799,426.43

Assets.

Property—comprising land, buildings and machinery.....	\$1,303,507.93
Furniture.....	3,209.49
Sundry debtors.....	43,696.14
Cash.....	2,008.16
Cotton, value of stock.....	166,073.93
Yarn, do.....	210,851.56
Waste, do.....	6,678.30
Mill stores, do.....	58,036.71
Coal, do.....	3,475.30
Fire insurance and taxes pertaining to period after 31st July, 1909.....	1,886.97
	\$1,799,426.43

PROFIT AND LOSS ACCOUNT.

To Remuneration to general managers 10% on balance of working account.....	\$ 2,573.46
Remuneration to consulting committee.....	3,000.00
Auditor's fee.....	1,250.00
	\$ 6,823.46
By Balance.....	29,506.51
	\$ 35,329.97

Cr.

By Balance from last year.....	\$ 9,553.35
Gain on working.....	25,734.62
Transfer fees.....	42.00
	\$ 35,329.97

POLICE PARS.

At the Magistracy, this afternoon, the case was concluded in which a Chinese woman was charged with the larceny of several pieces of clothing belonging to a servant girl in the employ of the defendant and \$50 in money. After a lengthy hearing, which lasted several days the woman was discharged this morning. Police-Sergeant Grant prosecuted, while Mr. Leo d'Almeida e Castro (of Messrs. Goldring, Barlow and Morrell) represented the defendant.

Nine Chinese were arraigned before Mr. J. R. Wood (Second Police Magistrate) on a charge of gambling. The keeper of the establishment was fined \$15, another defendant was mulcted in the sum of \$10, while the rest had each to pay \$5.

Six men appeared to answer a charge of cricket-fighting. The exemplary fine of \$30 was imposed on the keeper while the rest had each to contribute \$4 to the Government Treasury.

CRIMINAL SESSIONS.

FORMALLY OPENED THIS MORNING.

In the Supreme Court, this morning, the Chief Justice (Sir Francis Pigott) formally opened the Criminal Sessions, and fixed Monday for the trial of the prisoners. The cases set down for hearing are as follows:—

Throwing corrosive fluid with intent to burn (1), robbery (5), offence of gross indecency (2), receiving stolen goods (1), receiving pirated goods (1), and piracy (1).

OLD "ZAFIRO" SOLD.

STEAMER'S EARLY HISTORY RECALLED.

Many interesting memories of his younger days were recalled by Frank W. Bitley, now chief engineer of the coasting steamer *Tiverton*, when he recently visited the now famous steamer *Zafiro*, which was recently sold by the government to A. Zeeve, of Seattle, says the *Post and Intelligencer* of 2nd ult. Years before the *Zafiro* became known the world over as the vessel whose coal cargo supplied the vessels of Dewey's fleet when they captured the Philippines, Mr. Bitley was second engineer of the vessel. While in that capacity he had a thrilling experience when the *Zafiro* was wrecked off the China coast.

In relating his experience, Mr. Bitley said: "As I walked the *Zafiro's* decks a strange feeling came over me. It seemed as though some of my old shipmates ought to be swimming along the decks, to see me. I opened doors and pulled out drawers in the hope of finding some relic."

"By consulting my discharges, I find I joined the *Zafiro* as third engineer, October 23, 1884, serving in that capacity on regular voyages between Hongkong, via Amoy, to Manila and Iloilo. The ship was then new, having been on the China coast only a few months, having been built by Hall, Russell & Co., at Aberdeen, Scotland."

STEAMER STRIKES IN FOG.

"Sailing from Hongkong for Manila via Amoy on the evening of April 4, 1885, with a full cargo, 150 Chinese and Filipino passengers, and \$150,000 in Mexican dollars in boxes, all went well until 7:30 p.m., April 6, when the ship piled up on a submerged rock in dense fog. It was quite dark, but the sea was calm. It was impossible to back the steamer off or move her in any way. She commenced making water in the fore hold. Our pumps were not of sufficient capacity to handle such a leak. For some time consternation prevailed among the natives, but they were reassured by the crew. The ship lay in the same position until the next morning, when the fog had cleared. The boats were lowered and the work of landing the passengers commenced. We found that two miles away was a sandy beach on an island, which is about forty-five miles south of Amoy and five miles from mainland, near Tong Saug harbour, a closed port. About 100 or more Chinese inhabited it, governed by a petty mandarin. These natives were fishermen and lived in the most primitive manner."

"As soon as the natives learned that the vessel was in distress, they went out in their sampans, got aboard and proceeded to loot the steamer, taking everything movable. The passengers' baggage was stripped, while bedding and clothing of the officers were taken. I saved two shoes and a few other articles, but found both shoes were for the same foot. We made little resistance, as these natives looked fierce with their hatchets and knives."

DISTRESS SIGNALS HOISTED.

"Signals of distress were now hoisted on a high point of land and we then began making a tent from sails and also looking after the comfort of the passengers. No passing vessels were sighted that day, which was April 7. The next day the captain and his officers interviewed the Chinese mandarin, telling him his subjects had acted. The mandarin found some of the loot in the village, which he promptly returned."

"The day following a vessel hove in sight and a boat was sent to intercept her. It was a French warship, Capt. Talbot told his story and asked the commander to carry the first officer to Amoy to send telegrams for assistance. The Frenchman said that if it was a case of saving life he would do so. But he was carrying important war dispatches on his way to the Pescadores. At this time the French and Chinese were having a little trouble and it would not have done for the Frenchman to have stopped at Amoy."

SALVAGE PARTY ARRIVES.

"In the meantime we on the island would go out to the ship at low tide and salvage what we could. After five days a tug arrived from Hongkong bearing Mr. Cook, of the Hongkong and Kowloon Dock Company, the necessary crew, Mr. Mellarky a diver, and Capt. Burnie, Lloyd's surveyor. The diver reported the ship resting easily on a sandy bottom. After completing investigation, and making estimates as to means of raising the vessel, our visitors left while we had another weary wait on the island to undergo."

"A few days later the third officer and I requested the captain to send us to either Swatow or Amoy by the next passing steamer to sign off. However, at the captain's suggestion, we waited until the *Diamond's* arrival, when we left for Amoy. We were paid off and the captain said he had been advised to retain our services so we decided to return with him to the island. After enjoying a three-day stay at Amoy we left by a chartered junk and sailed back. Work of loading the junk with bales of damaged cargo was begun. In a few days the tug returned, again bringing Mr. Cook and others and also more appliances for raising the vessel. They brought word that the ship had been sold at auction for \$100,000 and that \$40,000 was the contract price for raising the *Zafiro* and towing her to Hongkong. Orders came for Capt. Talbot and his crew to return to Hongkong to be paid off. We packed up our few effects and went to Swatow on the tug, from which port we proceeded by the steamer *Chavon* to Hongkong. We were signed off there May 25, 1885."

OWNERS AGAIN ACQUIRE "ZAFIRO."
"The *Zafiro* was soon taken over again by her original owners, and the last time I saw her in the Orient was at Hongkong, in 1890. A W. Cobbin was captain and he was the only man aboard who was there when I sailed in her. Capt. Talbot was living ashore. He was in poor health and stated that he had never thoroughly recovered from the exposure and worry following the stranding. I have since learned that he started for his old home in Scotland but died on the passage. Chief Patrick was filling a position in Hongkong when I last saw him, but he tired of shore life, sought his old position and died in Manila of apoplexy. Capt. Cobbin, former first officer, also passed over the great divide in Hongkong some years ago. To my knowledge I am the only man living to-day who was filling an official position during the time I served in this now famous vessel, which on more than one occasion proved her seaworthiness in typhoons off the Oriental coast. How the *Zafiro* went through the battle off Manila with Dewey's fleet is a matter of well-known history."

To-day's Advertisement.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock, Noon, at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [664]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 p.m., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [665]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PESHAWUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within two days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th September, 1909. [666]

TRUCK COOLIES' NEGLIGENCE.

GIRL INJURED BY OVERTURNED BASKET.

The glaring carelessness of truck coolies are occasionally responsible for serious accidents, more so in view of the fact that the brake is seldom or never made use of in case of an emergency. As an illustration of this, the story of an accident which might have resulted more seriously than it did was told in the Police Court this morning. From the evidence of the complainant, a Chinese coolie, it appears that the defendant, a truck coolie, was driving his waggon in Eastern Street when the girl attempted to cross to the other side of the street. The latter, however, miscalculated the distance, as a consequence of which she was nearly struck by the heavy vehicle. The driver, instead of at once applying the brake, tried to stop the waggon by suddenly coming to a standstill, with the result that the force of the impact of one of its shafts with the roadway caused a basket loaded with earth to overturn, which fell over the leg of the unfortunate girl. The injuries were found to be of a serious nature and the girl was at once removed for treatment. The truck coolie appeared in the Police Court this morning and was fined \$3 for his negligence and ordered to pay \$3 compensation. Considering the serious nature of the offence and the fact of its constant recurrence, the punishment appears to us somewhat inadequate. A few stiff sentences will have the desired effect, as the coolies do not seem to realise that their carelessness constitutes a danger to traffic.

NOTICE.

We beg to notify our Customers and the Public generally that the Prices of our Goods will, from this day, be increased in proportion to the scale of Duties embodied in the Ordinance for levying Import Duty on Liquors which has become Law.

New Price Lists will duly be sent out.

H. PRICE & Co., LTD.,

Wine Merchants,

12 Queen's Road Central.

Hongkong, 18th September, 1909.

[670]

Intimations.

CHEESE

CHOICE CANADIAN

STILTON:

60 Cents per lb.

THE

DAIRY FARM Co.,

LIMITED

(Hongkong, 18th September, 1909. [668])

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & CO.

" H. PRICE & Co.

" A. S. WATSON & Co., LTD.

" VICTORIA DISPENSARY.

" WATKINS, LTD.

" FRENCH STORE.

" KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, (Subject to Alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" "12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 27 days.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43 days.

Via New York 45 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. O'NEILL, C.K., General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"WINGSANG"	TUESDAY, 21st Sept., 4 P.M.
SHANGHAI	"WINGSANG"	WEDNESDAY, 22nd Sept., 11 P.M.
SINGAPORE, PENANG & CALUTTA	"FOOK YANG"	THURSDAY, 23rd Sept., 2 P.M.
MANILA	"YUENSANG"	FRIDAY, 24th Sept., 4 P.M.
TIENSIN, CHEFOO & WAIWEL	"CHONGSHING"	SATURDAY, 25th Sept., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 1st Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	WEDNESDAY, 13th Oct., Noon.

RETURN TOURS TO JAPAN (Occupying 34 Days).

The steamers "Kutsumaru" and "Kutsumaru" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafon, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Datin, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To S.A.L.
SHANGHAI	"CHENKAI"	19th Sept., Daylight.
HONGKONG & HAIKOW	"SINGAI"	21st " 9 A.M.
SWATOW, AMOY & SHANGHAI	"PAOTING"	21st " 2 P.M.
MANILA	"TAMING"	21st " 3 P.M.
MANILA, ZAMBOANGA and USUAL	"TATYUAN"	23rd " 4 P.M.
AUSTRALIAN PORTS	"TATYUAN"	23rd " 4 P.M.
SHANGHAI	"ANHUI"	23rd " "
WEIHAWEI, CHEFOO & TIENSIN	"HUIKOW"	24th " "
CEBU & ILOILO	"KAIFONG"	24th " "
SAMARANG & SOERABAYA	"SHANTUNG"	24th " "
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	25th " "
SHANGHAI	"LINAN"	25th " Daylight.
MANILA	"TRAN"	28th " 3 P.M.
SHANGHAI	"CHIHUA"	30th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chienan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers to Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16.

Hongkong, 18th September, 1909.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Date.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 25th Sept., 11 Noon.
RUBI	1540	R. W. Atwood	"	SATURDAY, 2nd Oct., 11 Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 18th September, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sail 15th Oct., 1909, at Noon.

S.S. MAN'HU MARU 5,000 " " 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TALOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO-	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 2nd Oct., at Noon.
HAMA	"FITZPATRICK" Capt. E. K. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAM-SUI, SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 19th Sept., at 10 A.M.
HANGHAI Via SWATOW, AMOY and FOCHOW.	"BUJUN MARU" Capt. Y. Fushio	THURSDAY, 23rd Sept., at 10 A.M.
IAMSUI, SWATOW & AMOY.	"DAIGI MARU" H. Murayama	SUNDAY, 26th Sept., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 29th Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th September, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Mathieson, Tons 7000	WEDNESDAY, 29th Oct., at Daylight.
VICTORIA, B.O. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
SYDNEY and MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 26th Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 13th Oct., at 4 P.M.
KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Wachi, Tons 6500	THURSDAY, 30th Sept., at Noon.
YOKOHAMA AND KOBE	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
SHANGHAI, MOJI AND KOBE	WAKASA MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 19th Sept., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO	KITANO MARU, Capt. F. E. Cox, Tons 9000	FRIDAY, 1st Oct., at 5 P.M.
	TOTOMI MARU, Capt. K. Smith, Tons 4500	THURSDAY, 23rd Sept., P.M.
	TAKASAKI MARU, Capt. A. Mecker, Tons 5000	SATURDAY, 2nd Oct., at Noon.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru (Capt. W. THOMPSON) About Wednesday, 22nd September.

Miyasaka Maru (Capt. T. MURAI) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.

Hirano Maru (Capt. H. FRASER) About Wednesday, 15th December.

ON FASTEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT—SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE,"

expected to arrive on or about 20th September.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Cundy, will be despatched as above on or about 27th September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 4th September, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

"Bavaria" 6,232 S. Shotton 2nd Oct.

"Oceano" 4,657 F. W. Davies 1st Oct.

"Kuneric" 6,232 J. Mathie 18th Nov.

These steamers are specially fitted for the carriage of Asiatic Steers, passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., 1 MIT AD.

Queen's Buildings.

Hongkong, 15th September, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA" On 4th October.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL" On or about 16th Oct.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 15th September, 1909.

FROM CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. R. W. Walker

"KWONG AI" Capt. R. S. Brown

Leave Hongkong for Canton at 9 every evening, (Saturday excepted)

Leave Canton for Hongkong at 1.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West

Hongkong, 18th Sept 1909

D. NOMA, PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness is a specialty.

Hongkong, 18th September, 1909.

Intimations.

REGRET

You will NEVER if you

VISIT

MOHIDEEN &

THAHA

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1909.

OSMAN &

CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPAOKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 6th September, 1909.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

CABINET-MAKERS and ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,310,000 \$150,000 }	\$2,001,819	{ Interim of £1 for account 1909 @ ex 1/0 = \$21.72	{ \$990 buyers London 293
National Bank of China, Limited	10,025	£7	£8	{ £4,000 \$320,000 }	\$30,551	\$2 (London 3/6) for 1905	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,325,757 \$174,243 }	none	\$14 for 1907	\$180 sales
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 118,277 Tls. 31,723 }	Tls. 150,511	Interim of 7/6 for 1908	Tls. 219
Union Insurance Society of Canton, Limited	15,400	\$250	\$100	{ \$500,000 \$492,248 \$7,752 }	\$2,464,931	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	\$842
Yangtze Insurance Association, Limited	15,000	\$100	\$60	{ \$1,000,000 \$994,400 \$5,600 }	\$7,617	\$12 and bonus \$3 for 1907	\$135
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$998,668 \$1,331 }	\$375,341	\$6 and bonus \$3 for 1907	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,498,801 \$1,101,173 }	1,368,711	\$27 for 1907	\$355 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$6,638 \$362 }	\$1,015	\$2 for 1906	\$81 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$499,067 \$93,933 }	Nil.	\$1 for year ending 30.6.1908	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 \$1,197,500 \$2,500 }	\$2,700	Interim of \$1 1/2 for account 1909	\$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £10,000 £9,000 £1,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/10 = \$3.154	\$60
Do. (Deferred)	60,000	£5	£5	{ £10,000 £9,000 £1,000 }	£13,755	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909	70/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £200,000 £190,000 £10,000 }	£61,817	{ \$1.00 \$0.50 } for year ending 10.4.1909	\$26 \$151
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$98,000 \$2,000 }	\$3,121		
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$98,000 \$2,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	\$147
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$98,000 \$2,000 }	Dr. \$15,891	\$3 for 1897	\$23 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 98,000 Tls. 2,000 }	Tls. 9,173	Tls. 31 for year ending 31.8.08	Tls. 325 sales
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 \$1,000,000 \$1,000,000 }	£1,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09	Tls. 174 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £150,000 \$150,000 \$150,000 }	Dr. £2,191	No. 12 of 1/- = 48 cents	\$81 sales
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gao.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$448,000 \$2,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$3,000,000 \$2,980,000 \$20,000 }	\$10,101	None	\$60 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$2,480,000 \$20,000 }	\$145,161	Interim of \$1 1/2 for account 1909	\$60 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 997,257 Tls. 2,743 }	Tls. 6,265	Final of Tls. 2 1/2 for year ending 30.4.09	Tls. 774 buyers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 997,257 Tls. 2,743 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 1481 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 \$2,500,000 \$2,500,000 }	Tls. 4,134	Tls. 6 for year ending 20.2.09	Tls. 105 buyers
Central Stores, Limited	50,000	\$15	\$15	{ \$750,000 \$748,000 \$2,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	\$17 buyers
Hongkong Hotel Company, Limited	15,000	\$50	\$50	{ \$750,000 \$748,000 \$2,000 }	\$19,371	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$724 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$4,980,000 \$20,000 }	\$26,475	Interim of \$1 for account 1909	\$431 new
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,480,000 \$20,000 }	\$5,486	60 cents for 1908	\$92 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$298,000 \$2,000 }	\$278	\$1 1/2 for 1908	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 1,490,000 Tls. 10,000 }	Tls. 14,404	Interim of Tls. 3 for account 1909	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$620,000 \$5,000 }	11,068	Interim of \$2 for account 1909	\$44
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 1,490,000 Tls. 10,000 }	is. 8,820	Tls. 5 for year ended 31.10.1908	Tls. 1361 b.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,240,000 \$10,000 }	19,551	50 cents for year ending 31.7.08	\$61 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 1,750,000 Tls. 1,740,000 Tls. 10,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 91
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 790,000 Tls. 10,000 }	Tls. 4,829	Tls. 4 for 1908	Tls. 1121 sellers
Soy Uhee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 1,000,000 Tls. 990,000 Tls. 10,000 }	Tls. 15,911	Tls. 50 for 1908	Tls. 445 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,000	£10	£10	{ £80,000 \$80,000 \$80,000 }	£648	15% per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$10	\$10	{ \$600,000 \$598,000 \$2,000 }	Nil.	\$1.20 or 1908	\$133 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$498,000 \$2,000 }	\$61,138	50 cents for year ended 28.2.06	\$91 sellers
Do. special shares	50,000	\$10	\$10	{ \$500,000 \$498,000 \$2,000 }	63,407	80 cents for 1908	\$91 sales
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$1,850,000 \$1,840,000 \$10,000 }	\$10,000	\$1.30 for year ending 31.7.08	\$18 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	{ \$300,000 \$298,000 \$2,000 }	\$8	Final of 50 cents making 90 cents for 1908	\$8.60 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$3,980,000 \$20,000 }	\$3,751	80 cents for year ending 31.12.08	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$118,000 \$2,000 }	\$5,000	\$1 and bonus 20 cts. for year ending 29.7.09	\$201
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$598,000 \$2,000 }	\$5,195	Interim of \$2 for account 1909	\$188 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$124,000 \$1,000 }	\$7,016	Interim of \$1 for account 1909	\$23 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$598,000 \$2,000 }	\$2,790	Third quarterly of Tls. 12 1/2 for account 1909	Tls. 900 sellers
Maatshappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gd. 100	Gd. 100	{ Tls. 1,000,000 Tls. 998,000 Tls. 2,000 }	Tls. 25,012	50 cents on fully paid shares and 4 cents on 44 paid shares for year ending 30.4.09	\$14
Park Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$248,000 \$2,000 }	\$2,204	None	\$1.40
Park Tramways Company (new)	25,000	\$10	\$10	{ \$250,000 \$248,000 \$2,000 }	\$2,204	None	\$9 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$748,000 \$2,000 }	18,440	Final Tls. 5 making Tls. 8 for 1908	Tls. 116 sales
Shanghai-Sumatra Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	{ Tls. 400,000 Tls. 398,000 Tls. 2,000 }	Tls. 5,250	None	\$23 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$148,000 \$2,000 }	Dr. \$56,602	40 cents for year ending 31.5.08	\$51
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 \$98,000 \$2,000 }	\$236	60 cents for year ending 31.12.08	\$101 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$498,000 \$2,000 }	\$172	50 cents per ord. share for year ending 31.5.09	\$121 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$98,000 \$2,000 }	\$2,413	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$8 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$898,000 \$2,000 }	\$2,413	None	\$4 sellers
William Powell, Limited	1,000	\$7	\$7	{ \$7,000 \$6,980 \$2,000 }	\$68	30% = 6/- per share for year 1901	{ £149 £140 }
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid) ..	40,000	2/-	2/-	{ 80,000 79,000 10,000 }	none	25% for year ending 31.3.09	\$56 buyers
Do. (partly paid)	1,034,000	2/-	1/9	{ 2,068,000 2,058,000 10,000 }	\$7,401	None	\$10/-
Barroval Rubber Estate, Limited	20,000	\$10	\$10	{ \$200,000 \$198,000 \$2,000 }	none	None	\$3.70
Catfield Rubber Estate, Limited (fully paid)	24,000	£1	£1	{ £240,000 \$240,000 \$240,000 }	£3,784	None	{ £3.41 £3.41 }
Do. (contributory)	24,000	£1	£1	{ £240,000 \$240,000 \$240,000 }	none	None	\$1.48 div. b.
Highland & Lowland Para. Rubber Co. (fully paid) ..	181,454	£1	£1	{ £1,814,540 \$1,814,540 \$1,814,540 }	none	3% for year ending 30.6.08	\$1.48 div. b.
Do. (contributory)	181,454	£1	£1	{ £1,814,540 \$1,814,540 \$1,814,540 }	none	Interim of 40% = 4d. for account 1909	\$25 sellers
Kuala Lumpur Rubber Co., Limited	181,454	£1	£1	{ £1,814,540 \$1,814,540 \$1,814,540 }	none	7% for year 1908	\$25 buyers
Linggi Plantations, Limited (ordinary)	920,000	2/-	2/-	{ 1,840,000 1,830,000 10,000 }	none	15% for year ending 31.12.08	{ £1.51 £1.51 }
Do. (7% pref.)	10,000	£1	£1	{ £100,000 \$100,000 \$100,000 }	none	None	nominal
Ragalla Rubber Company, Limited (ordinary)	23,500	\$10	\$10	{ \$235,000 \$233,000 \$2,000 }	none	None	nominal
Do. (8% pref.)	3,000	\$10	\$10	{ \$30,000 \$28,000 \$2,000 }	none	None	nominal
Ledbury Rubber Estates Limited	60,000	£1	£1	{ £600,000 \$600,000 \$600,000 }	none	None	nominal
Do. (contributory)	40,000	£1	£1	{ £400,000 \$400,000 \$400,000 }	none	None	nominal

* These shares are entitled to half of the profits

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TYPEWRITERS
WITH ALL REQUISITES.

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Hongkong, 1st August, 1909.

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THE VIENNA CAFE COMPANY, LIMITED,
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Hongkong, 13th September, 1909.

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BELLE VIEW HOTEL

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By kind permission of Major Camilleri and Officers the celebrated

BAND OF THE 13TH RAJPUTS

will be in attendance at the above Hotel, commencing 5 P.M. sharp.

TEA and ICES.

Tables can be reserved for Dinner either on the Lawn or Spacious Verandahs.

All cordially welcome.

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WILLIAM WINCH, Manager.

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